

Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A driving apparatus ~~for a hybrid vehicle~~, comprising:
_____ a transmission mechanism portion;
_____ a motor ~~accommodated~~ housed in a motor housing located at an engine side of the transmission mechanism portion; and
_____ a clutch interposed between an engine output shaft and an input shaft of the transmission mechanism portion, ~~characterized in that~~ wherein:
_____ a secondary side of the clutch, which is connected to the input shaft, is configured by a cover;
_____ the cover ~~accommodates~~ houses friction plates of the clutch, an actuator, and a primary side member connected to the engine output shaft;
_____ a rotor of the motor is integrally connected to the ~~cover~~ cover, which is the secondary side of the clutch;
_____ a stator of the motor is fixed to the motor housing;
_____ a front hub positioned at the engine side of the cover is ~~freely~~ rotatably supported at a front wall member of the motor housing; and
_____ a rear hub positioned at the transmission mechanism portion side of the cover is ~~freely~~ rotatably supported at a rear wall member of the motor housing.
2. (Currently Amended) The driving apparatus ~~for the hybrid vehicle~~ according to claim 1, ~~wherein~~ wherein:
_____ an inside of the cover is configured to be oil-tight,

_____an inside of the motor housing separated by the cover, the front wall member, and the rear wall member is configured to be a ~~non-oil bath space~~non-oil bath space that ~~which~~ is not immersed in oil, and

_____the motor, including the rotor and the stator, is located in the ~~non-oil bath space~~non-oil bath space.

3. (Currently Amended) The driving apparatus ~~for the hybrid vehicle~~ according to claim 2, wherein an oil seal is provided at each of the front hub and the rear hub, and the ~~non-oil bath space~~non-oil bath space is configured to be a dry space.

4. (Currently Amended) The driving apparatus ~~for the hybrid vehicle~~ according to claim 3, wherein a sensor ~~for detecting~~that detects a rotational angle of the rotor is fixed at the rotor and the front wall member of the motor housing.

5. (Currently Amended) The driving apparatus ~~for the hybrid vehicle~~ according to claim 3, ~~wherein~~wherein:

_____the rear wall member of the motor housing is an oil pump assembly integrally located at a ~~connected/fixed~~fixed portion between a transmission case of the transmission mechanism portion and the motor housing,

_____a cylindrical portion of the rear hub is ~~freely~~rotatably supported at a pump body of the oil pump assembly through a first rotation-supporting member and is configured to be oil-tight via the oil seal for the rear hub,

_____the front wall member of the motor housing is a separation wall member integrally fixed to the motor housing,

_____a cylindrical portion of the front hub is ~~freely~~rotatably supported at an inner diameter portion of the separation wall member through a second rotation-supporting member,

the primary side member includes a center member, which is fitted to the input shaft and which has an inner solid portion, and

the input shaft is fitted to the primary side member,

the primary side member includes a center member having an inner solid portion, and

a third rotation-supporting member and the oil seal for the front hub are interposed between a cylindrical portion of the center member and a cylindrical hole portion of the front hub.

6. (Currently Amended) The driving apparatus ~~for the hybrid vehicle~~ according to claim 5, wherein the cylindrical portion of the center member includes (1), at its outer peripheral surface, a supporting surface for the third rotation-supporting member and a surface for interposing the oil seal at an outer peripheral surface, and (2) an inner spline connected to an engine output shaft side member is formed at its an inner peripheral surface.

7. (Currently Amended) The driving apparatus ~~for the hybrid vehicle~~ according to claim 2, ~~wherein~~ wherein:

an oil seal is provided at each of the front wall member and the rear wall member to configure the non-oil bath space non-oil bath space,

a scatter hole is provided at the cover so that oil can be scattered, and

the motor is located so that the oil scattered from the scatter hole can hit the stator.

8. (Currently Amended) The driving apparatus ~~for the hybrid vehicle~~ according to claim 7, ~~wherein~~ wherein:

the front wall member of the motor housing is configured with a separation wall member integrally fixed to the motor housing and a sub separation wall member secured

to the separation wall member in such a manner that the sub separation wall member is ~~freely~~ detachable from an outside, and

_____ a sensor ~~for detecting~~ that detects a rotational angle of the rotor is fixed at the rotor and the sub separation wall member.

9. (Currently Amended) The driving apparatus ~~for the hybrid vehicle~~ according to claim 7, ~~wherein~~ wherein:

_____ the rear wall member of the motor housing is an oil pump assembly integrally located at a ~~connected/fixed~~ fixed portion between a transmission case of the transmission mechanism portion and the motor housing,

_____ a cylindrical portion of the rear hub is ~~freely~~ rotatably supported at a pump body of the oil pump assembly through a first rotation-supporting member and is configured to be oil-tight via the oil seal for the rear hub,

_____ the front wall member of the motor housing is configured with a separation wall member integrally fixed to the motor housing and a sub separation wall member secured to an inner peripheral portion of the separation wall member from an outside,

_____ a cylindrical portion of the front hub is ~~freely~~ rotatably supported at an inner diameter portion of the separation wall member through the rotor and ~~the~~ a second rotation-supporting member,

_____ the primary side member includes a center member, which is fitted to the input shaft and which has an inner solid portion,

_____ ~~the input shaft is fitted to the primary side member,~~

_____ ~~the primary side member includes a center member having an inner solid portion,~~

_____ a third rotation-supporting member is interposed between an outer peripheral portion of the center member and a cylindrical ~~hole~~ portion of the front hub, and

_____the oil seal is interposed between the outer peripheral portion of the center member and the sub separation wall member.

10. (Currently Amended) The driving apparatus ~~for the hybrid vehicle~~ according to claim 1, wherein the primary side member includes a damper spring, and the damper spring is located in the cover.

11. (New) The driving apparatus according to claim 1, wherein the primary side member includes a damper spring, and the damper spring is located outside the cover.

12. (New) A hybrid vehicle comprising the driving apparatus according to claim 1.

13. (New) The driving apparatus according to claim 1, wherein:

the rear wall member of the motor housing is an oil pump assembly integrally located at a fixed portion between a transmission case of the transmission mechanism portion and the motor housing,

a cylindrical portion of the rear hub is rotatably supported at a pump body of the oil pump assembly through a first rotation-supporting member,

the front wall member of the motor housing is a separation wall member integrally fixed to the motor housing, and

a cylindrical portion of the front hub is rotatably supported at an inner diameter portion of the separation wall member through a second rotation-supporting member.

14. (New) The driving apparatus according to claim 1, wherein:

the rear wall member of the motor housing is an oil pump assembly integrally located at a fixed portion between a transmission case of the transmission mechanism portion and the motor housing,

a cylindrical portion of the rear hub is rotatably supported at a pump body of the oil pump assembly through a first rotation-supporting member,

the front wall member of the motor housing is configured with a separation wall member integrally fixed to the motor housing and a sub separation wall member secured to an inner peripheral portion of the separation wall member from an outside,

a cylindrical portion of the front hub is rotatably supported at an inner diameter portion of the separation wall member through a rotor of the motor and a second rotation-supporting member.

15. (New) The driving apparatus according to claim 1, wherein an intermediate member is interposed between the engine output shaft and the primary side member.

16. (New) A driving apparatus, comprising:

a transmission;

a motor housed in a motor housing;

a clutch interposed between an engine output shaft and an input shaft of the transmission;

a cover that houses friction plates of the clutch, an actuator, and a primary side member connected to the engine output shaft;

a front hub that is (1) connected between the engine output shaft and the clutch and (2) supported at a front wall member of the motor housing; and

a rear hub that is (1) connected between the transmission and the clutch and (2) rotatably supported at a rear wall member of the motor housing.

17. (New) A driving apparatus, comprising:

a transmission;

a motor housed in a motor housing located at an engine side of the transmission;

a clutch interposed between an engine output shaft and an input shaft of the transmission; and

a cover that is connected to the input shaft and houses friction plates of the clutch, an actuator, and a primary side member connected to the engine output shaft, wherein:

a rotor of the motor is integrally connected to the cover;

a stator of the motor is fixed to the motor housing;

the cover is rotatably supported at a front wall member and a rear wall member of the motor housing.